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Buggies, Runabouts, Phaetons, Surreys,
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At greatly reduced prices. Don't lose this opportunity.

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Shasta Water.

Nature's most wonderful gift. Drink it once and you will drink no other water. It is a water that should be on the table at all times, containing enough minerals to keep the system in a proper tone. Nothing injurious charged into Shasta Water that will bring on illness, but drives illness away, instead.

Shasta Water and Shasta Ginger Ale

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Ready Rock Roofing

IT HAS STOOD THE TEST FOR 25 YEARS

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Hot water day and night without the use of fire. Call and see it working.

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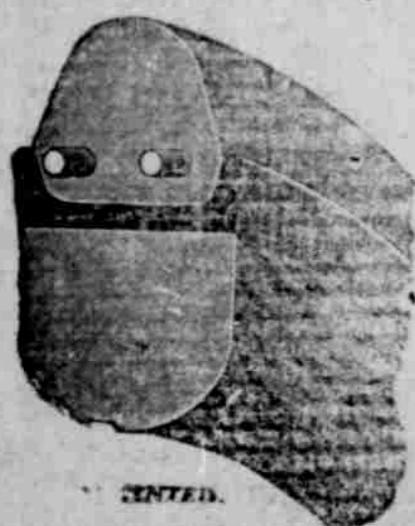
Standard Biscuit Co.

Paper and Paper Bags,

Boltz Clymer & Co's Cigars.

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TO FACILITATE TRADE with the Hawaiian Islands, will deliver all goods purchased or ordered of them, FREE OF ALL CHARGES FOR TRANSPORTATION to Honolulu, or returning same to San Francisco. Goods will be sent on selection to those known to the firm, or who will furnish satisfactory references in San Francisco.

JEWELERS, GOLD AND SILVERWARE MANUFACTURERS

MARKET AND POST STREETS, SAN FRANCISCO. Illustrated catalogue and prices furnished upon receipt of request. We have the largest manufactory of jewelry and silverware west of New York City, and are prepared to furnish special designs.



The schooner Aloha, Captain Frey, arrived from Laysan Islands yesterday morning. She brought back with her 300 tons of fertilizer, loaded at Laysan by the vessel's crew. Engineer Luhrs, who, with Captain Joseph Spencer's son, was left on the island when the Ceylon sailed, came back to Honolulu on the Aloha.

Spencer's son and Luhrs didn't "hitch" somehow or other, and rather a queer condition of affairs existed on the island. Two men, the only two men there, cut off from communication with the rest of the world, were still unfriendly. Each of them must have found it an exceedingly lonely experience. Neither wanted to play in the other's yard, and that settled it. The incident goes to show that even in a country whose total population is two, that population will be divided into factions. Perhaps it was a political question that separated these two lonely islanders, who should have been fast friends in their isolation. Very possibly one was a Democrat or a Republican, and the other insisted on being an Independent. Probably each wanted to be governor, and each refused to be the people under the other one.

Now Captain Spencer's son is on Laysan Island with one of the crew, Tom Wain, to keep him company.

Captain Frey was naturally very much surprised on arriving at Laysan to find so small a population there. His surprise increased when he learned from their lips the story of the rising of the Japanese laborers, and how Captain Spencer had defended himself against their attack on the platform on the 11th of August, when two Japanese lost their lives, and three more were wounded. Captain Spencer's son and Luhrs, the engineer, told pretty much the same story about the Laysan Is and shooting affair as was told by Captain Spencer on the witness stand. They were, however, naturally, very reticent in talking on the subject before they knew how the case was going on in Honolulu in the police court.

The Aloha left Honolulu on August 25, and arrived at Laysan Island six days later, about the time that the Ceylon reached here with all hands from Laysan except the engineer and Spencer's son. On the arrival of the Aloha at Laysan, Captain Frey started to work immediately to get a cargo of fertilizer with his crew, since there were no Japanese at hand. The crew worked for over a week until bad weather came on and the winter season showed signs of arriving. Then the Aloha weighed anchor and cleared out for Honolulu. Captain Frey would have secured a full cargo but for the bad weather. The Aloha will not return to Laysan. The Ceylon, which left last week for the guano isle will get there, probably, at the end of this week. She took a force of Japanese down with her. Captain and Mrs. Spencer yesterday received tidings of their son. The Aloha brought them letters from him.

THE SAVED SHIPS.

The British bark Dunreggan will go to the Sound in ballast without any further repairs than have been made by the diver. It will be remembered that the Dunreggan was saved from destruction on the Diamond Head reef not long ago, by the combined efforts of the tugs Fearless, Ironquels and Eleu. She was moved to Channel wharf yesterday, where she will discharge her remaining cargo. She will get away in a few days; is leaking but very slightly, but will carry a gasoline engine for pumping purposes in case of an emergency. As stated before, she will be put on the drydock for repairs on her arrival at the Coast.

The ship Euterpe, which was saved from the Kahului reef by the Fearless a week ago, for which services \$10,000 were paid by the agents, is a sister ship of the Antiope, here a year ago, and which left for the Sound last Saturday from Kahului.

A COMMUNICATION.

To the Shipping Reporter, P. C. Advertiser, Dear Sir—More trouble on the water front!

It is about time that captains got on to themselves and stand clear of the Sailors' Union of the Pacific, co-workers and mates with Lewis and Turk.

The captain of the bark Ceylon has been in lots of trouble this last week. He shipped a cook from the Coast Seamen's Union, and after the cook signed United States articles and stayed two days, he came to the conclusion that he would leave unless he could get a union crew in her. He, the cook, filled

up on alcohol and went up in the sailors' union hall and all his brave union friends applauded his bravery for deserting the ship. Then the job commenced to be put up on the captain.

Turk and Lewis and some of the sailors of the union made the agreement to give him another cook, which they did, and as soon as the ship was ready for sea, they came along and told the captain that the cook wouldn't sail unless they got the amount of money they demanded. The captain sternly refused to give in, and so the second brave cook came ashore. At this time Bill McCarthy, a shipping master, came along and the captain told him his troubles. Bill says: "You heave to for a spell. 'Cap, I'll set you outward bound inside of an hour with a dozen cooks if you want them." McCarthy jumped on his wheel, and in less than half an hour, he had four or five cooks lined up before the captain. He told the captain to take his pick.

The captain picked out the one he wanted, and Bill told the rest to go ashore, and he'd ship 'em all next week. The captain told Bill McCarthy that he could have the shipping of the Ceylon next time, because he don't want any more Lewis and Turk or the seamen's union. The captain treated everybody on the quarter deck and bid good-bye to Billy and all his friends, and the little bark got under way on time, much to the chagrin of both Lewis and Turk and the Sailors' Union.

All hands in the forecastle spliced the main brace on the strength of it.

HARRY HIGHT.

VESSELS IN PORT.

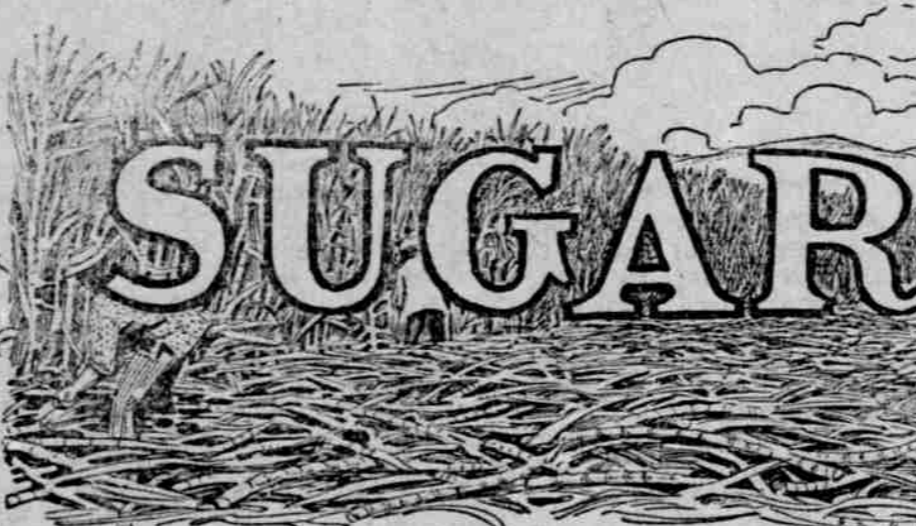
ARMY AND NAVY.
J. S. Bu. Ironquels, Pond, Midway Island, August 5.

MERCHANTMEN.

(This list does not include coasters.)
Andrew Welch, Am. bk., Drew, San Francisco, August 14.
Archer, Am. bk., Calhoun, San Francisco, August 21.
Abbey Palmer, Am. bk., Uhlberg, Newcastle, September 15.
Annie M. Campbell, Am. sch., Freiberg, Port Gamble, September 20.
Aloha, Am. schr., Frey, Laysan Island, September 24.
C. D. Bryant, Am. bk., Colley, San Francisco, August 30.
Challenger, Am. sp., Gould, New York, September 1.
Dunreggan, Br. bk., Dixon, London, August 5.
E. B. Sutton, Am. sp., Carver, San Francisco, July 23.
Ester Buhne, Am. schr., Salvesen, Eureka, August 26.
Enterprise, Am. schr., San Francisco, August 26.
Euterpe, Am. sp., Sachs, Newcastle, September 13.
F. S. Redfield, Am. schr., Jorgenson, Port Gamble, August 13.
Florence, Am. sp., Ryder, Tacoma, August 23.
Gale, Admiral, Am. sp., Sterling, Newcastle, September 15.
John Currier, Am. sp., Lawrence, Tacoma, August 23.
Kilmory, Br. sp., Corrance, Liverpool, Eng., August 7.
R. P. Rithet, Am. bk., McPhail, San Francisco, September 12.
Sebastian Bach, Br. bk., Nagasaki, February 17.
Wm. Olsen, Am. sch., Hurtman, South Bend, September 12.
W. B. Flint, Am. bk., Johnson, San Francisco, September 20.

VESSELS EXPECTED.

Vessel. From.
Emergia, Br. stmr. Hongkong
Helen Brewer, Haw. sp. New York
Henry Failing, Am. sp. Nagasaki
J. J. Fuller, Am. sp. Nagasaki
Hayden Brown, Am. bk. Newcastle
Lyman D. Foster, Am. sch. Newcastle
John C. Potter, Am. sp. Newcastle
Robert Seale, Am. bk. Newcastle
Star of Russia, Haw. ship Newcastle
Wachusett, Am. sp. Newcastle
Perseverance, Br. sp. Newcastle
Abby Palmer, Am. bk. Newcastle
Prince Albert, Nor. sp. Newcastle
Prince Victor, Nor. sp. Newcastle
Alan Macpherson, Br. sh. Newcastle
Ancient, Br. sh. Newcastle
Fantasi, Nor. bk. Newcastle
Invincible, Am. sh. Newcastle
Storn, Nor. bk. Newcastle
Wrester, Am. bk. Newcastle
Drumburton, Br. sh. Newcastle
Fresno, Am. bk. Newcastle
Alex. McNeil, Am. bk. Newcastle
Golden Shore, Am. sh. Newcastle
Dominion, Bh. bk. Newcastle
James Nesmith, Am. sh. Newcastle
Balkinah, Br. sh. Newcastle
Kennebec, Am. sh. Newcastle
Adderly, Br. bk. Newcastle
Roland, Ger. sh. Newcastle
Irby, Br. sh. Newcastle
Mary A. Troop, Br. bk. Newcastle
Snow and Burgess, Am. bk. Newcastle
Benmore, Nor. bk. Newcastle
Lach, Palmerston, Nor. bk. Newcastle
Marion Lightbody, Br. sh. Newcastle, Eng
Ventura, Br. bk. Antwerp
Yola, Br. sp. London



Under date of New York, September 6, Willett & Gray's circular says:

RAWS.—The scarcity of raw sugars available for immediate use has caused an advance of 1-16c this week in Centrifugals, a sale of 96 degree test having been made at 4-15-16c. Muscovados remain unchanged, as this description is not specially wanted at this time. The course of prices for the next few weeks depends entirely upon whether the sugars on the way arrive in season for requirement or not. Stock in refiners' hands is reduced to 7,478 tons, the American Sugar Refining Company being relatively better supplied than the independents. The supplies engaged for arrival during the next four weeks include 100,000 tons Javals, about 20,000 tons Hawaiian, and 20,000 tons European and other sugars, or a total of 140,000 tons, which will probably not be sufficient for meltings meanwhile and stocks may be reduced to 50,000 tons during the first week in October, allowing for the safe arrival of the sugars on the way. During the following four weeks, however, there should be received 129,000 tons, August 17th were 7,423 tons, August 17th were 2,523 tons, and say 41,000 tons Hawaiian, European and other sugars, or a total of 160,000 tons, which will doubtless be more than required for meltings during that period. It is evident that the concern of refiners is principally for the September arrivals and this will doubtless cause prices to be maintained with the possibility of even higher figures if necessary to prevent the closing of some refineries. The McCallan refinery which was closed last week for want of raws has just started up again. Meltings were somewhat reduced this week in consequence of the holidays, but will be heavy again next week. With the receipt of more ample supplies next month will come lower prices. August shipment Javals have been largely sold at the equivalent of about 4-7-16c for 96 degree test. There are further offerings on the same basis or even a trifle lower for late October arrival.

HAWAIIAN ISLANDS.—Exports of sugar from these islands for week ending August 19th were 7,423 tons. August 17th were 2,523 tons.

MANILA, July 22.—Sugar—Absolutely no stocks to make a quotation on. Advances from Iloilo state that the plantings are doing well, but area is small, and next crop will not be much over last one.

With the Change in Tariff

Comes a sweeping reduction in the price of all goods of American manufacture.

We have cut on every piece of jewelry and silverware in the house, and you will be surprised at the great difference from former prices. No fear of comparisons here, where quality and pattern are considerations.

What do you think of full-sized solid silver teaspoons being reduced to \$3.00 a dozen, with engraving thrown in, and all articles of silverware reduced in like proportion.

These are by no means catch prices, but regular prices which will prevail here from now on, on all the different lines of goods from the States.

While reducing all our American goods we have not changed the prices on any of our European potteries, glass and chinaware, and although the present cost is forty per cent more than formerly, while out present very large stock lasts we will sell at the old rates. This is a very large saving to you, and we recommend that you make your purchases from these lines now, before an advance becomes necessary.

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